

The China Mail

Established February, 1846.

THE HONGKONG CHINESE MAIL
報字華語
(Hongkong Wa Zhi Yat Po.)
ISSUED DAILY.
CHAS. US. MAN.
Manager and Publisher.
SUBSCRIPTION:
Five Pounds a year, delivered in Hong
kong. Outports, \$11.00 per annum,
including postage.

No. 10,282

三月二年六九百八千一英

HONGKONG, MONDAY, FEBRUARY 3, 1896.

日十二月二十年末乙

PRICE, \$2.50 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ASHWELL 11 & 12, Queen's
Lane, Finsbury Street, E.C. George
Stans & Co., 30, Cornhill, GORDON
& GOTCH, Ludgate Circus, E.C. HARRIS
HARDY & Co., 37, Walbrook, E.C.
SAMUEL DUNLOP, 6, 150 & 164,
Lauderdale Street, W.M. WILKS, 101,
Lancaster Street, E.C. ROBERT WATSON,
130, Fleet Street.

PARIS AND EUROPE.—MAYENCE,
FAVRE & Co., 18, Rue de la Grande
Bretèche.

NEW YORK.—J. STEWART HAPPER, THE
CHINESE EXCHANGE OFFICE, 52, West
22nd Street.

SAN FRANCISCO AND AMERICAN PORTS
generally.—BEAN & BLACK, San Fran-
cisco.

AUSTRALIA, TASMANIA, AND NEW
ZEALAND.—GORDON & GOTCH, Mel-
bourne and Sydney.

CEYLON.—W. M. SMITH & Co., THE
APOTHECARIES' CO., Colombo.

SINGAPORE, STRAITS, &c.—KELLY &
WILSHIRE, LTD., Singapore.

CHINA.—MCCARTY, A. A. & CO., Amoy,
N. MOALY & Co., LIMITED, Foochow,
HEDGES & Co., Shanghai, LANE, CRAW-
FORD & Co., and KELLY & WALSH,
Tientsin, LANE, CRAWFORD & Co.,
and KELLY & Co.

BANKS.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000.
RESERVE FUND.....\$ 5,500,000.
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000.

OUTSTANDING DIRECTORS.—
J. KELLY, Esq., Chairman.
A. McCARTHY, Esq., Deputy Chairman.
G. B. DODWELL, Esq. S. C. MICHAELSEN,
G. B. DODWELL, Esq. D. R. SASSON, Esq.
M. D. EKSTROM, Esq. R. SHAWAN, Esq.
R. M. GRAY, Esq. N. A. SIEB, Esq.

CITY MANAGER.—
Hongkong—T. JACKSON, Esq.
MANAGER.—
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED,
On Current Account at the rate of 2
per cent. per annum.

ON FIXED DEPOSITS.—
For 3 months 2½ per cent. per annum.
6 months 3½
12 months 4½

T. JACKSON,
Chief Manager.

Hongkong, December 23, 1895. 843

HONGKONG SAVINGS BANK.

THE business of the above Bank is con-
ducted by the HONGKONG AND

SHANGHAI BANKING CORPORA-
TION. Rules may be obtained on ap-
plication.

INTEREST on deposits is allowed at

3½ PER CENT. per annum. Depositors

may transfer at their option balances of

\$100 or more to the HONGKONG AND

SHANGHAI BANK, to be placed on

FIXED DEPOSIT at 4 PER CENT. per

annum.

For the Hongkong and Shanghai
Banking Corporation.

T. JACKSON,
Chief Manager.

Hongkong, August 1, 1895. 161B

THE NATIONAL BANK OF CHINA,
LIMITED.

AUTHORIZED CAPITAL.....\$1,000,000.
SUBSCRIBED CAPITAL.....\$ 800,000.

HEAD OFFICE—HONGKONG.

Court of Directors.

D. GILLES, Esq. H. STOUTERSON, Esq.

CHAN KIN SHAN, CHOW TUNG SHANG,
Esq.

KWAN HOI CHUEN, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%.

Hongkong, October 23, 1894. 1711

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTHORIZED CAPITAL.....\$1,500,000.

AUTOMATED CAPITAL.....\$1,125,000.

PAID-UP.....\$ 662,600.

Bankers.

LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at

the Rate of 2% per Annum on the Daily

Balance.

ON NEW FIXED DEPOSITS.—

For 12 Months.....2½%

For 6 Months.....3½%

For 3 Months.....4½%

Deposits Renewed on Old Terms.

J. W. R. TAYLOR,
Manager, Hongkong.

Hongkong, December 18, 1895. 228

THE CHARTERED BANK OF INDIA,
AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

CAPITAL PAID-UP.....\$280,000.

RESERVE LIABILITY OF SHARE-
HOLDERS.....\$280,000.

RESERVE FUND.....\$26,000.

INTEREST allowed on Current Account

at the Rate of 2% per annum on the Daily

Balance.

On Fixed Deposits for 12 months 4%.

For 6 Months.....5%

For 3 Months.....6%

Deposits Renewed on Old Terms.

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On Sunday, the German cruiser *Kaiser* and *Iron* left Hongkong for Amoy.

Mr James McGregor, senior partner of the well-known firm of Messrs McGregor, Gow & Co. (of the 'Glen' line of steamers), died in London on the 23rd January.

The London and China Express states that the master of the Hongkong Sanitary Board and the medical officer is not yet settled, but is under the consideration of Her Majesty's Government.

The appointment of the following police officers to be Inspectors of nuisances is gazetted:—Inspector D. Bremner, Acting Inspector D. Hall, and Temporary Sergeant P. McNab.

The movement of the Rifle Brigade from Hongkong to Singapore, announced by us some weeks ago, is now advised from England. The change is expected to be made about October or November next.

The Renter Company intends to prosecute these newspapers in India and Burma which have been pirating its service of telegrams. Proceedings have been instituted in Bangkok against the *Siamese Observer* for piracy.

We note the re-appearance of the *Echo Macassan*, which, together with the *Ves de Grante*, was ordered by the Macassan Government to suspend publication a few months ago for libelling one another.

A correspondent calls our attention to the fact that at noon to-day there were in the Harbour (exclusive of vessels in Dock and buoys like the *Meanea* and *Victor Emanuel*) 52 steamers, 11 sailing vessels, 11 men-of-war, and 3 river steamers—a total of 77.

We regret to record the death of an old resident, Mr John B. White, who died in Macao on Saturday. He has resided in Hongkong and Macao for a generation, and is well known amongst the residents of both Colonies. He was an old member of the Macao's brotherhood, and a number of his Macao friends accompanied his funeral.

It was erroneously stated by us on Saturday, from information supplied, that a fire took place at No. 30 Queen's Road Central, and that the shop was insured for \$2,400 with the China Fire Insurance Co., Ltd. The fire occurred at No. 302 Queen's Road Central, and the China Fire Insurance Co., Ltd., have no interest whatever in it.

A LARGE seizure of opium was effected on board the steamer *Entomond* at Singapore on the 24th January, shortly after she arrived from Hongkong, 124 cwt of illicit opium being found hidden away amongst some cabbages and fruit on the upper deck. Two men, Chinese passengers, were arrested and were taken before the Magistrate, who fined them \$500 each, or in default, a year's imprisonment.

ANOTHER complaint by J. Dermody, master of the *Highland Forest*, was disposed of at the Marine Magistrate's Court to-day. Gustav Fleming was charged with wilfully disobeying lawful commands of the master and absenting himself from the ship without leave on 31st January. It was stated defendant refused to work on Sunday. Sentence of twenty-eight days' hard labour was passed. After the sentence was pronounced, prisoner remarked he would not do any more work on the ship.

The many friends at Hongkong and the Coast ports of John Corforth will regret to learn of his death at West-Harlepool on the 27th December last, from blood-poisoning. Mr Corforth came to Hongkong in 1868, and left China in 1878. Some time after his return home he became a partner in the now extensive shipping firm of Gadsden and Corforth, West-Harlepool, of which place he was a native. His friends will remember Mr Corforth as a very popular member of our shipping community here.

We learn that the whole of the pupils presented by the British Kowloon School for examination by Dr Eitel have passed successfully, a very creditable record considering the vicissitudes and trials of this young institution in the early stages of its career. It is under the care of Mr and Mrs E. F. Skerfvet, who deserve to be congratulated on the success they have already achieved. The Kowloon School is now one of the established institutions of the peninsular suburb, which has risen rapidly in public favour.

The public address and presentation to Dr Cantlie and also the address to Dr Cantlie from the Hongkong College of Medicine for Chinese and the allied staff of the Alice Memorial and Nethersole Hospitals will be presented in the City Hall (Chamber of Commerce Room) on the afternoon of Wednesday next, the 6th inst., at four o'clock. The public, including ladies, are expected to attend in large numbers. We understand that the presentation of the public address and silver plate will be made by Mr J. J. Francis, Q.C., and the address from the College and Hospitals by the Hon. J. H. Stewart-Lockhart, Colonial Secretary, who represents the College as Master and the Hospitals as Chairman of the Finance Committee.

The final dividend of the Shanghai Land Investment Co., Ltd., is to be 4 per cent. This makes 1 per cent for the year.

W. Robinson and Co. make a special feature of Selling Themes and Organs of the Early Days of the Nineties.

It is currently reported amongst the Chinese at Shanghai interested in shipping, that Chang Chih-tung has issued orders to the effect that the river steamers under his control are to dispose with European navigators and engineers, the appointments to be taken by natives. If this is correct, and if the recent wholesale grounding of Chinese vessels under control of native pilots on the Yangtze is to be taken as a sample of Chinese navigation skill, it will not be long before the river fleet will find it necessary to order a new river fleet to replace those averse to be led through native inexperience. We hope for the sake of the European employed that the report is unfounded.

The London and China Express states that the master of the Hongkong Sanitary Board and the medical officer is not yet settled, but is under the consideration of Her Majesty's Government.

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The Chairman said—Gentlemen, as there are only three Directors of this Company and as the Articles require three to form a Quorum of the Board, it is the desire of the shareholders that a fourth Director be appointed to the Board in their places. This requires confirmation.

Mr P. Jordan—I beg to propose the re-election of Mr Chater and Mr Bell-Irving as Directors.

Mr Sasseon—I have much pleasure in seconding.

Mr G. H. Potts—I beg to second the nomination.

Carried unanimously.

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Carried.

The Chairman said—The dividend warrant will be ready to-morrow morning.

A vote of thanks to the Chairman closed the proceedings.

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THE WANCHAI WAREHOUSE AND STORAGE CO. LIMITED.

The following is the Report for presentation to the shareholders at the Fifth Ordinary Annual Meeting, to be held at the Offices of the General Managers, at 3 p.m. on Monday, the 10th inst.:

The General Manager is required to submit to the shareholders their Report on the working of the Company and a Statement of Accounts for the year ended 31st December, 1895.

The first part of the year's working, including the period from 1st January to 31st December, 1894, brought forward from last account, amount to \$11,708.05, of which the General Manager with the approval of the Consulting Committee recommend to pay a dividend at the rate of 8 per cent, absorbing \$7,800, to place \$22,500 to the credit of a Reserve Fund, and to carry forward the balance of \$1,400.05 to new Profit and Loss Account. The building of the Company are in a fair state of repair.

Consulting Committee.—In accordance with the Article of Association, Mr P. Sasseon and Mr H. Stolterfoth retire, but offer themselves for re-election.

Auditor.—The account has been audited by Mr F. Henderson, whose re-election is recommended.

METZ & CO., General Managers.

Hongkong, 31st January, 1896.

THE INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.

The fifth annual meeting of the members of the Institution of Engineers and Ship-builders of Hongkong was held at the Institute on Friday evening last. Mr G. Fenwick, vice-president, occupied the Chair.

The Chairman, after a few appropriate remarks, congratulated the members on the satisfactory and sound condition of the institution.

He then adopted the Report and Statement of Accounts as presented by the Managing Committee.

This was agreed to unanimously. The following Members were elected as the Managing Committee for the ensuing year:—Messrs A. Bain, J. Kirkwood, W. K. Wylie, T. Kerr, J. Kytes, H. B. Bridger, E. J. Main, J. B. Ogilvie, D. Macdonald, W. G. Winterburn, A. G. Aitken, and J. D. Christie. Mr J. W. Kinghorn was unanimously elected Honorary Secretary, and Mr J. D. Duncan was elected Hon. Treasurer. Mr David Gillies was re-elected President. Messrs J. R. Mudie and J. L. Prosser were appointed auditors.

The following is the report on the past year submitted by the Managing Committee:

The Committee of Management have the honour to present their Report for the year 1895. Since our last Annual Meeting the business of the Institute has been carried on with great success, and the number of members has increased from 100 to 120, and the number of Associate Members from 120 to 140.

The following Members were elected as the Managing Committee for the past year:—Messrs A. Bain, J. Kirkwood, W. K. Wylie, T. Kerr, J. Kytes, H. B. Bridger, E. J. Main, J. B. Ogilvie, D. Macdonald, W. G. Winterburn, A. G. Aitken, and J. D. Christie. Mr J. W. Kinghorn was unanimously elected Honorary Secretary, and Mr J. D. Duncan was elected Hon. Treasurer. Mr David Gillies was re-elected President. Messrs J. R. Mudie and J. L. Prosser were appointed auditors.

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THE CHINA MAIL

MONDAY, FEBRUARY 9, 1896.

BRITISH INTERESTS IN SHAM.

We believe that Consul will shortly be appointed to various posts in Siam by the English Foreign Office. Mr. Beckett, we hear, has already received orders to take up his headquarters at Battambang, where he will be probably stationed for the next few years. His district will include Korat, Oboh, Bassac and Otaradit which posts he will visit in the day season. Mr. Archer will probably have British interests at Nan placed under his supervision, and may be assisted by a student interpreter from the British Legation at Bangkok. The name of M. Lyslo has been mentioned in connection with this post, and probably no better choice could be made.

Mr. Beckett will not leave for Battambang before the French have formally taken over possession of the provinces. It is also said to be contemplated placing a Consul at Chantaboon, where the French administration may soon be installed. Under these arrangements the newly acquired French territory ought to quickly throw off its apathy and once clear of Siamese officialdom make rapid progress in civilized ways.—*Siam Free Press.*

THE LOSS OF THE 'ANNE MAIN.'

THE BOARD OF TRADE ENQUIRY.

Nagasaki, Jan. 29.

Captain Crook and the crew of the *Anne Main* arrived here safely on Sunday evening to one of the small steamers attached to the Sasebo dockyard. The vessel, as previously stated, left Shanghai on the 17th instant, in ballast, for this port. Very heavy weather was experienced on the evening of the 20th, while attempting to weather the north end of the Goto, a perfect gale setting in from the N. W. In spite of every effort, the vessel became embedded, and at about 2.30 a.m. drove ashore at Naka-Kurase. A line was got ashore by one of the crew, and by the aid of this all hands managed to get ashore, with the exception of an unfortunate Chinaman, an A. B., whose body was picked up, and buried the following day. The natives ashore treated the ship-wrecked men with the greatest of kindness, and they remained there until taken off by the vessel in charge of Lieutenant Yoshima, on Sunday. Contrary to the report already received here, neither the Captain nor any members of the crew were injured. They lost practically all their personal belongings, however. A few hours after the crew got ashore the masts went by the board, while the vessel commenced to rapidly break up, and now remains almost entirely submerged, in a condition which precludes all hope of her being raised.

The official enquiry into the wreck of the vessel was held yesterday morning at the British Consulate. The Court was composed of J. J. Quinn, Esq., H. B. M., Consul, and Lieutenants R. E. R. Benson, M. S., and M. S. Paisley, R. N., H. M. S. *Porpoise*. After hearing the evidence of Captain Crook and Messrs. Sharpe and Barnett, the chief and second officers, judgment was delivered, to the effect that the vessel was well found in every respect, that the conduct of the officers and crew was satisfactory and free from blame, and that, in the opinion of the Court, the intention of the Captain in trying to enter the Tsushima Channel, when he was immodest in the extreme, and that he was guilty of an error in judgment in continuing on the task he did in such weather until the failure of the ship to stay involved certain disaster. The expenses of the Court (£22) to be paid by the Master.—*Express.*

LATE TELEGRAMS.

(From Indian Exchanges.)

SERIOUS FIGHTING IN GOA.

Bombay, January 14.—News has been received that a hundred rank and file of the recently raised Sepoy Company at Satara who went out on Saturday to chase the rebellious Raesas encountered a strong force of the latter in a dale and were surrounded and almost totally annihilated.

Ninety men were killed and seven seriously wounded, only three men escaping from the field to tell the tale.

In consequence of this terrible disaster a force of a thousand men stationed at Poona has been ordered to Satara to make re-praise.

It is reported that along with the order of recall the Governor General also received orders to restore the civil law in Goa, which has been suspended since the time of his arrival.

THE IMPORT DUTIES—THE REPLY OF BOMBAY.

Bombay, January 14.—The Millowners Association has sent in to the Government of India an exhaustive reply to the recent representation to the Secretary of State by the Manchester millowners regarding the Indian cotton duties. After disposing of the statements and figures quoted by the deputation to the Secretary of State, the millowners concluded—

"It has been suggested that to remove all appearance of unfairness an excise should be imposed at 5 per cent instead of on yarn only on the market value of all Indian goods made from yarn over 20s. This solution, if adopted by Government, would, I am directed to say, meet with no objection from this Association, although in accepting it as a means of closing the controversy, the Indian millowners would be at a perfect disadvantage that their English competitors would have the advantage of the bargain. It would also be equally apparent that the Lancashire trade were being dealt with on a different basis from, say, other English exporters to India, as it is if the principle advanced in paragraph 19, page 1, of the English representation were to be accepted, the home manufacturers of paper, cotton, silk and many other goods would be entitled to the same treatment and measure of justice. This latter consideration would, I am directed to say, meet with no objection to another proposal made of medium, the apparent inequality under discussion, to reduce the import duty on goods made from yarn over 20s, by one or even 3 per cent. None of the other proposals which the Association has discussed or has heard mooted is less fraught with objection than the one first mentioned."

To abolish all duties, import and export, on yarns and text. all cloth, English and Indian, at the same rate, is one suggestion, and by its simplicity and ease of application may appeal to Government but against it there is the diminution of revenue which would ensue, the inequality of taxing products of the loom and not the spindle, the fact that the Indian industry would be penalized to the extent of the duty on all stover consumed and, lastly, but most important of all, the decided protection it would afford to handloom weaving, a large and important industry in competition with power looms.

Yet another alteration has been brought forward and finds favour with Lancashire, failing the total abolition of the duties which is admitted to be the real but unavoidable object of the entire agitation, and that is to excise all products of the Indian mills. The economical unreasonableness of this proposition scarcely demands demonstration, and the manifestly inequitable incidence of the tax would probably induce, and rightly so, most strenuous opposition throughout the country. Altogether the first suggestion to excise all Indian goods woven from yarn over 20s, instead of yarn only as hitherto, is apparently open to least objection and is, therefore, so far entitled to support.

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUZI, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & RAFTIC PORTS,
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.
Karlsruhe..... Tuesday, February 4.
Princ Heinrich..... Tuesday, March 3.
Preussen..... Tuesday, March 31.
Sachsen..... Tuesday, April 28.
Karlsruhe..... Tuesday, May 26.
Princ Heinrich..... Tuesday, June 23.

TO-MORROW, the 4th day of February, 1896, at 1 p.m., the Company's S.S. *KARLSRUHE*, Captain WALTER, with MALETS, PASSENGERS, SPECIE, and CARGO, will leave that port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on Saturday, the 11th February, and all ballast, for this port. Very heavy weather was experienced on the evening of the 20th, while attempting to weather the north end of the Goto, a perfect gale setting in from the N. W. In spite of every effort, the vessel became embedded, and at about 2.30 a.m. drove ashore at Naka-Kurase. A line was got ashore by one of the crew, and by the aid of this all hands managed to get ashore, with the exception of an unfortunate Chinaman, an A. B., whose body was picked up, and buried the following day. The natives ashore treated the ship-wrecked men with the greatest of kindness, and they remained there until taken off by the vessel in charge of Lieutenant Yoshima, on Sunday. Contrary to the report already received here, neither the Captain nor any members of the crew were injured. They lost practically all their personal belongings, however. A few hours after the crew got ashore the masts went by the board, while the vessel commenced to rapidly break up, and now remains almost entirely submerged, in a condition which precludes all hope of her being raised.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co.,
Agents.
Hongkong, February 3, 1896.



STEAM FOR
STRAITS, Ceylon, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *PEKIN*, Captain J. F. Jefferiss, carrying Her Majesty's Mail, will be despatched from this for BOMBAY, &c., on THURSDAY, the 13th February, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the S.S. *SEANON*, which Vessel takes on her Cargo, for LONDON, via SUEZ CANAL, leaving that port on the 17th MARCH, 1896.)

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Cargo will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

ALF. WOOLLEY,
Acting Superintendent,
P. & O. S. N. Co.'s Office.
Hongkong, January 31, 1896.

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NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA INLAND SEA OF JAPAN.

The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INLAND AND EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON, \$400.

Excellent accommodation. First class Table, Doctor and Stewardess served.

HONGKONG TO NEW YORK, \$650.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA, \$225.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Victoria..... 3.167 Tuesday, Feb. 11.

Borneo..... 3.594 Tuesday, Mar. 19.

Tacoma..... 2.049 Tuesday, April 7.

Victoria..... 3.197 Tuesday, May 5.

THE Steamship *VICTORIA*, Captain J. R. Panton, R.N.R., sailing at Noon, on TUESDAY, the 11th February, will proceed to VICTORIA (B.C.) and TACOMA, Wash., and SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Packets must be sent to our Office (with address marked in full) by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, January 31, 1896.

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Shipping.

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Nagasaki),

Kobe, Inland Sea, SATURDAY, Feb. 8,

Yokohama and

Port (via Nagasaki),

Kobe, Inland Sea

SATURDAY, Feb. 22,

and Yokohama),

City of Rio de Janeiro,

(via Nagasaki),

Kobe, Inland Sea

SUNDAY, Mar. 12,

Kobe, Inland Sea

at noon.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, February 1, 1896.

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FOR SINGAPORE, HAVRE AND HAMBURG.

(Taking Cargo at through rates to

ANTWERP, AMSTERDAM, ROTTER-

DAM, LISBON, OPORTO, LONDON,

LIVERPOOL AND BREMEN).

The Steamship

Thickla,

Capt. E. CHRISTENSEN,

will be despatched for the above Ports on WEDNESDAY, the 5th February, at noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, January 31, 1896.

215

FOR SINGAPORE, HAVRE AND HAMBURG.

(Calling at NAPLES for landing Passengers if sufficient indentures offered.)

(Taking Cargo at through rates to

ANTWERP, AMSTERDAM, ROTTER-

DAM, LISBON, OPORTO, LONDON,

LIVERPOOL AND BREMEN.)

The Steamship

Osceola,

Capt. H. FORMAN,

will be despatched for the above Ports on WEDNESDAY, the 5th February, at noon.

For Freight or Passage, apply to

SIEGMESSEN & Co.,

Agents.

Hongkong, January 23, 1896.

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FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship

Osceola,

Capt. F. POWERS